RAPID TRANSIT.

Meeting at the Cooper Institute Last Night to Promote the Passing of a Bill for Cheap Rapid Transit for the City.

A RAILROAD FOR THE PEOPLE.

From One End of the Island to the Other for Three Cents-Speeches by Judge Sutherland, Delafield Smith, Abram S. Hewitt and General Sigel-The Delegation to Albany.

A meeting that, in accordance with the call, was anticipated to be a "mass meeting" of the citizens, for the purpose of urging the passage of a bill for rapid transit in the city, was held last night in the crypt of the Cooper Institute. The attendance was not large, the seats being only rather more than half occupied. The attendance, however, was very influential, and comprised a large number of the leading men of the city. With the exception of a few outbursts of enthusiasm there was nothing to Indicate that the audience was very much in earnest; the speeches, with one or two exceptions, were very discursive, and at the close there was strongly expressed sentiment by the auditors that the meeting had failed in the element of practica-

The audience was called to order by Mr. R. A. Witthaus, Chairman of the Association, who said that all the pledges given by the Legislature as to rapid transit had been broken, and for the purpose of counteracting that a Rapid Transit Association had been formed, and that association had intro-duced an act into the Legislature for the city of people. (Cheers.) It was to favor this that the mass meeting was called. He then introduced the

SPEECH OF JUDGE SUTHERLAND. Judge SurnekLand said that the purpose of the meeting was to encourage the passage of the act now before the Legislature. The purpose of the bill was to promote the construction of a railway from the Battery to the Harlem River, to be owned and operated by the city for the benefit of the peo-ple at large. This was new as regarded railroads; but the city did the same as to the Croton water. The Croton Aqueduct was the property of the city, and the idea, no doubt, suggested itself to the pro moters of the scheme of rapid transit that if there were any profits on this railcity, instead of the pockets of the monopolists. The vill proposed that the Governor should The oill proposed that the Governor should appoint six Commissioners, including the Mayor, the President of the Board of Aldermen and the President of the Department of Works. The railroad is to have lour tracks, the Commissioners are to appoint five engineers and a majority of them is to present a report, which the Commissioners are to adopt. The act puts a limit to the fares; that to and from Seventy-second street it shail not exceed five cents, and over the whole island seven cents. It provides that the earnings from freight, passengers and postal service shall cover the interest on Live cents, and over the whole island seven cents. It provides that the earnings from freight, passengers and postal service shall cover the interest on the bonds of the road. It also provides for a sinking fund of three per cent in addition to all this. Anything done under and on the road is to be submitted to the people at a charter election, and only then by a majority. It was greatly to be regretted that this city, with its charters, should have to go to the Legislature to ask for power to make a railroad. The effect of Judge Stuart's decision many years ago was to throw this city and all other cities at the feet of the Legislature, and they were compelled to go to the Legislature, and they were compelled to go to the Legislature, and they were compelled to go to the Legislature, and they were compelled to go to the Legislature, and they were compelled to go to the Legislature in the high the Legislature from interfering with the charter rights of this city, (cheers.) He would guarantee that New York city would govern liself thoroughly and well. (Cheers.) Any man who had money enough could go to the Legislature and purchase the means either to enrich himself or to invade the rights of his neighbor. (Cries of "That's true.") The time would come when this matter would be talked over more inlly than it is now. There must be a day when the charter rights of this city could not be invaded by any Legislature. (Cheers.)

After the reading of the list of Vice Presidents, Mr. BERNY, from the audience, suggested that representatives of the workingmen should be added to the list of Vice Presidents.

resentatives of the workingmen should be added to the list of Vice Presidents.

SPECH OF DELAFIELD SMITH.

Mr. DELAFIELD SMITH said that he was at a loss to conceive how a work like the Croton Aqueduct sould have been accomplished except by governmental sid, and he had the same opinion in reference to rapid transit in this city. He said, personally, that he had no interest in rapid transit above Fortieth street; and more, he owned a farm in New Jersey, and therefore he was a dislinterested speaker, and perhaps the only one who would address them on that occasion. (Laughter.) Why should not New York city do this rapid transit? They had Judge Sutherland, who would sentence any one for forty years to State Prison who stole in making the rapid transit falload, (Cheers.) hey had Andrew H. Green as Computoller, who would not bay any man Acent he did not carp. (Cheers.) They had George M. Van Nort, who was the Cheers.) They had George M. Van Nort, who was

any one jor jorly years to State Prison who stole by making the rangit transit radiood. (Cheers.) They had deared as Compirceller, who would not bay any mak a cetal he did not carp. (Cheers.) They had George M. Van Nort, who was the Chief of the Department of Public Verx. (Cheers.)—and who had made it the Department of Works, instead of the Department of Public Pay. (Laughter.) They had also the good, stern, honest old Dutchman as Mayor. "Billy Havemeyer." (Cheers and laughter.) Well this honest era in the history of New York city was just the time to get this Rapid Transit bill. (Loud cheers.) He thought the people were more intergsted in this question than they were in the "Credit Mobilier" or in the new "charter," which people were tired of reading, because they change it so often. (Cheers.) We republicans had met in Cooper Institute to try to get the blacks the right to ride in the cars; but that very night they were met to get the whites the right to ride on the cars. This ought to be remedied. The American mind was peculiar and it was practical, and would bring about those practical results which were necessary for the happiness, the comfort and the convenience of the people. Mr. Smith described at length the corruption in Albany and the corruption in New York; in the initiation of semi-private enterprises, but admitted that despite the faults of the late corrupt king it had initiated great public works and these works must go on. (Cheers.) New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves New Yorkers ought to be able to call themselves no hand your properties of the land of the seco

right of saying whether they should be taxed or not.

SPEECH OF SANDFORD E. CHURCH.

Mr. SANDFORD E. CHURCH commenced by discusing the farcs on the Gibert clevated road and the underground road, and said that the acts obtained for these roads enabled them to charge forly-four cents to every working man and woman for travel to and fro on them There were certain things which must be done by public enterprise, and in Hustration of this he gave the postal system. Let them look at the two great domestic supplies in this city—gas and water. One was a public enterprise and the other private, and let any man say which was best done. (Cheers.) He was opposed to let private enterprise touch this rapid transit scheme in any shape. (Enthusiastic cheering.) There was no reason why this should be refused, for there were 700 lots on this Island as unproductive of anything except taxes as though they were in the Rocky Mountains, (Cheers.) Judge sutherland had sand that the fare was seven cents under the proposed act, but the act provides that the fare would be three cents whenever the earnings would allow it to be done, and that would be accomplished when

this city find grown to two millions of people. That would be accomplished with great case on a four-track road, and it was, therefore, the road for the million, for every interest except the politicians' was represented in it.

Celonel J. W. Marshall read the following resolutions, which were adopted:—

THE RESOLUTIONS.

Whereas under the pressure of a great public want, and when evils exist in a community which have grown in magnitude until they can no longer the endured in silence or borne with patience, it is fit and proper that the people in public assembled should lift up their voice against them, and still more eminently fit and proper that those who are charsed with the administration of the government and the protection of the people should hear the voice; and whereas the people of this city, nowing, in numbers limited only by the capacity of the walls hat contain it, to give expression to their views in this emergency; therefore.

Proceed the resolution of rapid transit for the peoples who are charsed wind and ust and will absorb all other interests and override all other considerations until it is estited, and settled right.

Resolved, That this question will never be settled right to long as it is proposed to hand over the streets and avenues of the city, and the people with them, nound hand and foot, to the domination of soulless and irresponsible corporations, to be made forever hereafter the subjects of legalized plunder in the form of oppressive and intolerable tares.

Resolved, That the evils flowing from the present inefficient means of transit, involving a loss of two hours a day to more than two hundred thousand people, and worth, at twenty-five cenia an hour, more than thirty million dollars a vear—loss which, if not actually and wholly incurred, is only prevented in part by fliching from the early morning the hours which should be devoted to rest and sicep—is a loss peculiarly oppressive to the laboring people and utterly destructive to every business interest of the city, while the system

of personal discomfort, is a barbarism unworthy a Christian and civilized city, and which cannot longer be endured.

Resolved, That it is no remedy for these evils to redress them in one form by increasing them in another; that to turn the people over to private corporations who, though they may afford them quick transit and ample accommodation, yet impose a rate of fare amounting to one-quarter the average wages of labor, is not a measure of substantial relief to the people; that a railroad of two tracks, with fares at forty cents a day, is not a railroad which the people can use and in no sense meets the wants of rapid transit in New York.

Resolved, That the true masure of relief is a railroad of milit by thipself and the true man the interests of the people, and the true that he to the resolution of the people can use and in the interests of the people, with its critical and the lowest rate of fare consistent with its cost; and this pollay finds its abundant vindleation in those great and beneficent public works, our public parks, our public schools, our common streets and avenues and other kindred public works and institutions.

Resolved, That the argument that the city ought not to build the road because of the present heavy city debt has no just or solid foundation; that this road, with four tracks and an assured patronage of 170.00,000 in 1875 and 20,000,000 in 1880, will at five cents fare not only pay its own way so as to involve no taxation to the people, but will provide a sinking fund to pay its own cost and ultimately to pay the whole city debt besides. While, in restoring our fugitive population, in building up our city, in stimulating every branch of trade and industry, it will, by doubling our taxable property, decrease the rate of taxation we already pay by one-ball. If the city debt were, therefore, twice asyreat the reason would be twice as strong for building this road, that it might turnish the means tor paylur it.

Resolved, That the pretence that the road ought not to

were, therefore, twice as great the reason would be twice as strong for building this road, that it might furnish the means for paying it.

Resolved, That the prefence that the road ought not to be built because honest men cannot be found to build it is a libel upon the people of this city, and one which the political revolution through which we have just passed sproves to be alike unjust and indecens, that commissioners to construct this work, appointed by the Governor of this State, with the Mayor of this city among their number, will neither steal the people's money nor waste it in a profligate prosecution of the work.

Resolved, therefore, That we do heartily approve and endorse the bill now pending in the Legislature to secure this object, which we call the People's Railroad bill, and carnestly but respectfully urge and insist upon its passage. We protest against the reign of monopolies; we protest against exorbitant ares; we insist upon the control of our streets and avenues for the people's use, and we insist upon transit at the lowest cost.

Resolved, That until this question is settled we are determined to know no politics, but a city railroad as a city work; no platform but "chemp and rapid transit for the people" and to tolerate no man high or low who is not willing to aid in securing this great and indispensable public interest.

Mr. Henry Morison read the following, which

Mr. Henry Morison read the following, which was adopted.

Resolved, That Rudolph A. Witthaus, Simeon E. Church, James F. Ruggles, Dwight H. Olmstead, Edgar F. Brown, George Hoffman, Courtlandt Palmer, Jr., Joseph W. Drexel, James Monteth, Charles H. Russell, T. E. Arkenburg, William B. Harrison. E. H. Russell, T. E. Arkenburg, William B. Harrison. E. H. Russell, T. E. Arkenburg, William B. Harrison. E. Griffin, Christian Schwartz, Henry B. Son Constock, Angustus A. Layrod for New York, Constock, Angustus A. Layrod John W. Marshall, Henry A. Stallmeyer, G. A. Sacchi, Philip G. Wenwer, Thomas A. Vyse, D. R. Lyddy, — Stoddart, D. D. O. Bradley, Charles Whelp, Thomas McClelland, General Egbert L. Vicle, D. S. Duncomb, Walter E. Corwin, James M. Tower, J. K. Gapin, A. M. Burt, Simon H. Sterne, Iraae L. Peet, John McClave, William S. Homanec, Francis Tonnes, George F. Foster, B. D. Hart, C. W. Sweet, Edgar M. Crawford, Charles H. Hamilton, Francis T. Garretson, Eli Moses, John W. Pirson, Isaac S. Solmon, J. F. de Navarro, Samuel L. Macomber, Charles F. Leslie, Frederick Kuhne, Henry Stollmeyer, John N. Marshall, Edward Flich, N. R. Cannon, B. L. Ackerman, George Green, Charles Kinkel, Christian S. Schwartz, D. D. Tompkins, John Cavanagh, George Hoffman, Jr., and — Stetson are constituted a committee of one hundred, with power to fill vacanctes, in behalf of this meeting of the people of New York, to proceed to Albany to urze the passace of this bull; if the bill is not passed to ascertain and repart why it is not passed and who has opposed it; to call durther meetings of the citizens if necessary, to organize ward and district associations and to take such other meetings of the citizens if necessary, to organize ward and district associations and to take such other meetings of the citizens if necessary, to organize ward and district associations and to take such other meetings of the citizens if necessary, to organize ward and district associations and to take such other meetings of the citizens in ceessary, to organ

THE LIEDERKRANZ BALL TO-MORROW.

Prince Carnival, the potentate whom the Germans, and especially the fun-loving members of the Liederkranz, delight to nonor annually, has made extensive preparations for the grand ball at the Academy of Music to morrow evening. The choicest gems of music from the best masters, gorgeons scenery, grotesque costumes, brilliant tableaux, a profusion of calcium lights and myriad gas jets, fragrant perfumes, rare and costly dishes, the delight of the epicure, and the most palatable wines of the East are features of the good things that he has, with a princely liberality, collected from all climes for the entertainment of his loyal subjects. He has just issued his invitations and a programme of scenes and tableaux that must commend his taste to all.

The scene represents to the left the heights of the grand old Alps; to the right the Lake of Geneva. A terrace in the foreground borders the picture, in front of which and on either side is a pavilion. The curtain rising discloses the scene through the light of the early dawn. Day breaks and the golden flood of sunlight falls down over the ice-clad peaks of the Jungiran and the Wetterhorn. Two heralds enter upon the terrace and signal the arbiters to enter, the band meanwhile performing a fanfare and a stately march as the members of the Geneva Court of Arbitration enter. Two Frassian sentinels then appear as the band gives the "Watch on the Rhine," and the Emperor of Germany and his suite take places in the pavilion. A New York reporter is the first to interview him in French pantonime. Immediately Brother Jonathan and John Bull and members of their family appear. The heads of these rival families execute a grotesque dance, and each pantonimically attempts to convince the court of the equity of his claim for damages. The dance ends and the decree is given by the presentation to Jonathan of a white coat marked "\$15,000,000."

Mr. Bull betrays anger, Jonathan eestacy, and the band sarcastically plays "God Save the Queen."

Then comes the tableaux of the San Juan settlement. King William beckons to Bismarck and the former points to a large map, while Bismarck presents the decision on parchment. To assuage John Bull's grief "Hail Columbia" is given by the band. Two Indians now enter, and, presenting Bull and Jonathan with the pipe of peace, they are friends again, and with the aid of eight saliors a comic dance is executed. President Grant here staks in and receives these decisions. He is followed by a delegation of Sandwich Islanders, armed with sandwichers, carried on plates, which are laid at Mr. Grant's feet, Bernstein's orchestra giv lected from all climes for the entertainment of his loval subjects. 'He has just issued his invitations

A RAILROAD CRASH.

Uncoupling of Cars on the Pennsylvania Railroad-One Man Killed and Another

Fatally Injured. PHILADELPHIA, Feb. 18, 1873. The Pennsylvania Railroad Company furnishes the following account of an accident to the Pacific

express, west, on the Pennsylvania Railroad:-

The express left Philadelphia at twenty minutes to twelve P. M., yesterday, and met with an accident twelve miles west of this city, caused by the coupling pin between two cars breaking and allowing the two rear New York sleeping cars to become detached from the main portion of the train,

come detached from the main portion of the train, consisting of the engine and six passenger cars. The train ran nearly a mile before the break was discovered, and then slowed up to await the detached portion, which suddenly ran into it. The cars were somewhat damaged.

James Floyd, one of the passengers, who, it is supposed, was asleep when the crash occurred, and, in sudden fright, raised the window and jumped out, fell on the track and broke one of his legs and injured himself so severly internally as to cause his death.

A few moments afterwards a man named John Hamilton, residing at West Philadelphia and employed as messenger by the Union Transfer Company, was seriously injured by stepping out on the platform a moment before the collision took place. His legs were caught between the platforms of the cars and were so badly crushed as to necessitate amputation. His recovery is very doubtful. There were no other persons injured.

The track was not damaged. A portion of the

amputation. His recovery is very doubtful. There were no other persons injured.

The track was not damaged. A portion of the train went through to Harrisburg, arriving there about jour hours inte.

SUBSIDY POM.

The Investigation Confined to Pomeroy's Transaction with York.

PROCEEDINGS IN THE SENATE.

The Subject of Widening the Scope of the Inquiry Debated.

CONKLING BITTER ON YORK.

WASHINGTON, Feb. 18, 1873. At ten o'clock this morning the special committee charged with the investigation of the Pomeroy matter met in the room of the Chairman and held an hour's secret consultation. At eleven o'clock the committee entered the reom in which the investigation is held, when the Chairman read, by the nouncement that, under the resolution of the Senate, the committee would be obliged to confine their inquiries solely to the transactions between Pomeroy and York.

their inquiries solely to the transactions between Pomeroy and York.

The following is

The committee have by their own request received from Mr. York and Senator Pomeroy respectively a confidential statement as to what the witnesses of gach will prove, and this brings the committee to seeler the strain of the strain of

ibis thing;" I think he said he had been PhAYING OVER IT smudible smiles—andghat he was all right now; saw York IV gor three tapes during the day; when he (witness) twent into the solution he took the Lieutenant went into the solution of the arose to speak; the Governor to comparity York if he arose to speak; the Lieutenant Govern Rodded.
Lieutenant Govern Rodded.

In y Mr. Vickers—At the proposition of the money, any motion for a was said upon the subject of opposing recess, or of the final disposition of the money.

By Mr. Buckingham—The question whether the exposure should be made in the Senate or the joint convention was not discussed at the meeting above mentioned.

Cross-examination—Was not a member of the Legislature; his principal business at Topeka was to beat Pome-

have talked of the matter with simpson; thinks the hirst time he heard the matter mentioned was on the 20th of January, at Topeka, in conversation with Govenor Osborn; he said the Legislature scenied "Test the said the Legislature scenied to the said the Legislature scenied to the said the Legislature scenied to the said the Might be deleated if some one would take his money and buy his way through; he said he might be deleated if some one would take his money and buy his way through the way before the heard way before York was thought of in the matter; thinks that many of the Legislature and lobby may have left Topeka on the Saturday before the election.

By Mr. Suppson—Was not at Topeka working against Ponieroy at the instance of any officer of the Kansas Pacific Railroad; don't think anything was said about informing any of the State officers about the exposure scheme at the time it was planned.

Mr. Simpson had no other writnesses to identify the migrary for the bank to Mr. Ponetoy.

Mr. Horton did not desire to introduce his evidence until the case of the prosecution was closed.

The Chairman said the future evidence of the prosecution would be limited to the two points mentioned, and in view of the briefers of the forecast of the prosecution was closed.

Mr. Horton did not desire to introduce his evidence until the case of the prosecution was closed.

The Chairman said the future evidence of the prosecution would be limited to the two points mentioned, and in view of the briefeness of the time before committee he would like to have the desence proceed.

Mr. Thurman also urged that there be no unnecessary delay, saying the investigation had better never have been commenced unless it shall be completed in time for the Senate to take action in the matter.

Mr. Horton said he thought hat there be no unnecessary delay, saying the investigation had better never have been commenced unless it shall be completed in time for the Senate to take action in the matter.

Mr. Horton said the thought has the completed in

THE PROCEEDINGS IN THE SENATE.

The Vice President laid before the Senate the following petition of B. F. Simpson, acting as counsel in the prosecution of the charge against Senator Poincroy:—

prosecution of the charge against Senator Pomeroy:—
To the Senate of the United States:—
I have been instructed by A. M. York and others to respectfully request the Senate to so enlarge the subject matter of inquiry of the special committee as to receive the statements of certain members of the Legislature of kansas, who are now here, and others who have been summoned, that they were othered money or other valuable considerations by the agents and irlends of Senator Pomeroy to vote for him in the election.

B. F. SIMPSON.

Mr. FRELINGHUYSEN, (rep.) of N. J., chairman of the pecial committee, thought the petition ought to lie over

be referred to the committee.

Mr. Frink, (rep.) of Conn., said that if there were allegations that Pomeroy had bribed others than Mr. York, and if the committee found that its authority was so imited that it could not inquire into those allegations of bribery, then certainly the scope of the investigation ought to pe enlarged.

Mr. Tuchasas, (dem.) of Ohio, a member of the com-mittee, said there was no necessity for referring the resolution to the committee.

ought to be enlarged.

Mr. Hichmann, demal of Ohio, a member of the committee, said there was no necessity for referring the resolution to the committee.

THE FACTS OF THE CASH

WERE VERY SIMPLE. The Senator from Kansas, Mr. Pomeroy, had called the attention of the Senator a few days ago to the fact that he had been accused of bribery; had denied in very broad terms every charge of corruption or bribery of whatever nature, and had concluded by offering a resolution for the appointment of a special committee of investigation. That resolution, however, limited the inquiry to a single charge of having bribed or attempted to bribe Mr. York. The committee, of course, which is the senate might offer it if it choose.

Mr. Saismas said that, after hearing his colleague, Mr. Thurman, he was quite satisfied that the resolution ought to be considered by Mr. Pomeroy humself and adopted by the Mr. Saismas thought the larged in such a way as might prevent the committee from making a report before the end of the session.

Mr. Bayard, dem.) of Del., remarked that, as the resolution to be enlarged in such a way as might prevent the committee from making a report before the end of the session.

Mr. Bayard, dem.) of Del., remarked that, as the resolution had come from the accused sonator and was found to be too narrow to allow the investigation which he had challenged, it was plain that the authority of the committee ought to be enlarged.

Mr. Nye, frep.) of Nev., denounced Mr. York as a rascal who sid not dare to petition the senate in his own name, and argued that it was not consistent with the dignity of the Senate to allow the character of a Senator to be assailed by such a man in such a way. He warned Senators that their own reputations, limity and severally, were at stake. "Away with these investigations," said Mr. Nye; "we have had enough of them; we are having enough of them; way with these investigations," said Mr. Nye; "we have had enough of them; we are having enough of them; way with the human mind feeds unon like cor

tors to cecupy so much of the brief remaining portion of this session as to leave no time for fomeroy's defence. He also made some very asyrke remained for fomeroy's defence. He also made some very asyrke remained from Kansas, Mr. Pomeroy, might well ask to be saved from those friends who were trying thus to limit the investivation. It was due to him that the inquiry should be as broad as the charge and as his denial in the Senate. The senator from Kansas so broadly and emphatically asserted his innocence and challenged investigation that he could not have intended to limit the investigation to this one charge, and it was due to him that the Senate should correct the oversight committed in drawing the resolution offered by him and adopted by the Senate.

Mr. Tirrow, (rep.) of Neb., called attention to the fact that Pomeroy, in his remarks in the Senate, had denied all charge of bribery or corruption by whomseever made, and said it was now too late to attempt to limit the investigation, and that if the attempt was made it would be equivalent to saying, "We have got abed as much of this as we can stand, and we have cafeluaded not to let the bars down any further." He also called attention to the fact that Simpson stated in his petition that some of the witnesses effered, members of the Legislaure of Kansas, were now here, so that there need be no delay such as was leared by those who opposed enlarging the authority of the committee.

Mr. Scort, (rep.) of Pa., heard Mr. Pomeroy's denial and request for investigation to show how

Mr. Scott. (rep.) of Pa., heard Mr. Pomeroy's denial and request for investigation to show how it was, and said that he felt bound to vote to give the committee whatever additional powers might be required to enable it to make a thorough investigation.

Mr. Parkinghtysin wished to have it understood that no objection had been made by Mr. Pomeroy or his consult to the additional evidence offered by the prosecutors, but it had been excluded by the committee their as beyond the scope of the resolution creating the committee.

Mr. Ferry offered the following resolution:

Resolved. That the committee charged with the investigation of the charges against the Hon. S. C. Pomeroy be directed to inquire into any allegations of bribery or cruption by said Hon. S. C. Pomeroy in the recent election of a United States Senator by the Legislature of Kansas.

Mr. Sherman, of Obio, remarked that this was a very different proposition from that made by the petitioner, Simpson. This resolution authorized an inquiry into charges of bribery or corruption by Mr. Pomeroy personally, but the petition went further, and asked for the investigation of bribery and corruption by Mr. Pomeroy's friends and agents.

Mr. Ferry's resolution was agreed to.

THE WEATHER.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, Feb. 19-1 A. M.

On Wednesday for the Western Gulf States cold north winds and clear weather, and for the Eastern Gulf cloudy weather, clearing away by Wednesday night; for the South Atlantic States light winds and pleasant weather; from Virginia to New Jersey southwest and north-west winds and pleasant weather pos-sibly, with cloudy weather in the former State; for New York and New England southeast winds, veering to southwest and increasing to brisk for a short time; for the Lower Lakes fresh and brisk southwest winds, veering to northwest, with falling temperature; cold northwest winds and clear weather from the Ohio Valley north and west.

Cantionary signals are ordered at New York, New London, Boston and Portland, Me.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last

comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, Herald Ruiding:—

1872, 1873.

3 A. M. 19 29 3:30 P.M. 38 40 6 A.M. 19 29 6 P.M. 32 38 9 A.M. 24 34 9 P.M. 28 36 12 M. 33 38 T2 P.M. 27 37 Average temperature yesterday.

Average temperature for corresponding date last year. 27 ½

SHIPPING NEWS

Almanac for New York-This Day.

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF FEBRUARY AND MARCH. Steamers, | Sails, | Destination, | Office

The second second	_	_		
Nevada	Feb.	19.	Liverpool	29 Broadway
Keynt	Feb.	19	Liverpool	69 Broadway.
City of Lamerick.	Feb.	20	Laverpool	15 Broadway
Hammonia	Feb.	20	Hamburg	61 Broadway.
City of Paris	Feb.	22.	Laverpool	15 broadway.
Celtic	Feb	22	Liverpool	19 Broadway.
Anglia	Feb. 3	22	Glasgow	7 Bowling Green
Bremen			Bremen	2 Bowling Green
St Laurent	Feb. 2		Havre	58 Broadway.
Wyoming			Liverpool	29 Broadway
France	Feb. 2	ii	Liverpeol.	69 Broadway.
		17		61 Broadway
	M'ch	1	Liverpoot	19 Broadway.
City of Montreal.	M'ch	1	Liverpoot.	15 Broadway.
	M'ch		Glasgow	7 Bowling Green
Donau	Mich		Bremen	2 Bowling Green
Spain	M'ch	5	Liverpool	69 Broadway.
City of Washing'n.	M'ch		Liverpool	15 Broadway.
Silesia	Mich		Hamburg	61 Broadway.
Republic	Mich	8	Liverpool	19 Broadway.
Denmark	M'ch		London	69 Broadway.
Ingit	M'ch		Glasgow	7 Bowling Green
Main	M'ch	8	Bremen	2 Bowling Green
Percire	M'ch	8 !	Havre	58 Broadway.
				The street of th
1	2.24	Anna I	Minter	a service and a
and the same of th	Opening			

PORT OF NEW YORK, FEB. 18, 1873.

Steamship Egypt (Br), Grogan, Liverpool via Queenstown—F W J Hurst.
Steamship Java (Br), Martyn, Liverpool via Queenstown—C C Franckiyn.
Steamship Nevada (Br), Forsyth, Liverpool via Queenstown—Williams & Guion.
Steamship Leo, Dearborn, Savannah—Murray, Ferris & Co. Steamship Charleston, Berry, Charleston-H R Morgan Steamship Old Pominion, Walker, Notfolk, Petersburg Steamship Old Pominion Steamship Co. Steamship Neptune, Baker, Boston—II F Dimock Ship Chas II Marshall, Hutchinson, Liverpool—C H Marshall & Co. Brig Juliet C Clark, Moore, Port Johnson—Thompson &

Hunter.
Brig Lily, Ryan, Port Johnson—C B Swain & Co.
Brig Bonito (Br), Robinson, Port Johnson—Heney &
Parker.
Schr Nellie Bowers, Stackpole, Havana—Jas W Elwell
& Co.
Schr Gen Hall, Wade, Hamilton (Bermuda)—Middleton

& Co. Schr John F Kranz, Pitcher, New Orleans-N H Brigam. Schr Laura H Jones, Cousins, Savannah—H W Loud & Co. Schr Susan Stetson, Yates, Charleston—S C Loud & Co. Schr Avail, Smith, Providence—H W Jackson & Co. Schr Gipsey, Van Valkenburg, Mystic—H W Jackson &

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE. REPORTED BY THE HERALD STRAM YACHTS AND HERALD WRITESTONE TELEGRAPH LINE.

Steamship Abyssinia (Br), Hains, Liverpool Feb 8, and Queenstown 9th, with midse and 233 passengers to C G Franckiyn. Feb 13, lat 47 42, lon 3901, passed ship Pocahontas, from New Orleans for Liverpool; 14th, lat 46 17, on 43 01, passed a National steamship, bound E; 16th, lat 1at 42 19, lon 55 19, a National steamship, do.

Steamship Risin: Star, Griffin, Aspinwall Feb 5, with midse and passengers to F R Baby.

Steamship San Jacinto, Hazard, Savannah Feb 15, with midse and passengers to W R Garrison.

Steamship Charleston, Berry, Charleston Feb 14, with midse and passengers to H R Morgan & Co. Was desined outside 12 hours by jog.

Steamship Hatteras, Lawrence, Norfolk, with midse and passengers to the Old Dominion Steamship Co.

Ship Annie M Simil (of Mystic), Facker, Dublin 33 days, in ballast to C H Mallory & Co. Took the northern passage, and had heavy weather to lon 40 W; split sails; since moderate winds; been 6 days west of the Banks.

Ship Protector (Nor), Maroni, Cadiz 43 days, with midse to Funch, Edye & Co. Took the southern passage, and had heavy weather to lon 40 W; split sails; since moderate winds; been 6 days worst of the Banks.

Bark Hillegard (Nor), Morck, Cardiff 75 days, with railway from to order; vessel to Funch, Edye & Co. Took the southern passage, and had heavy westerly gales to late, lon 30; then fine weather to Hatteras; from thence 12 days, with beavy NE and NW gales.

Bark Com Dupont for Searsport), Nichols, Havana 17 days, with sugar and melado to Walsh, Field & Way, Been 10 days north of Hatteras, with heavy NE and NW gales.

Bark With beavy NE and Net Hatteras, with heavy NE and NW gales.

Bark Com Dupont for Searsports, Nichols, Bavalla, it days, with sugar and melaid to Waish, Field & Way, Been 10 days north of Hatteras, with heavy NE and NW gales.

Bark Agnes, Kohl, Cardenas H. days, with sugar to J & G Fowler. Was 10 days N of Hatteras, with heavy NE and NW gales.

Brig Lewis L Squire, Baker, Messina Deo 16, with fruit to Baring Bros & Co. vessel to Lawrence Giles & Co. Passed dibrattar Jan 3, in company with bark J E Holbrook, for New York, and bark John H Pearson, for Boston; took the middle passage, and had fine weather to lat 33 30, lon 55; from thence 31 days, with heavy gales from SW to NNW; was blown across the Gulf three times; Jan 1, of Cape Pales, spoke bark Marietta, from Palerino for New York.

Strig this sugar, Ac, to Kinne, Boss & Co. Had light NE and SE winds to Feb 1, lat 24 42, lon 5 60, then took a heavy gale from SW, in which lost libboom and port cathend and several sails. Feb 7 sighted Oase Hatteras; 4 FM took a heavy gale from the north, a heavy sea broke over our decks and filled the cabin with water; on the 10th a heavy gale from Nw, lat 36 50, lon 71 21, at 10 AM shipped a heavy sea, which parted the gripes of the long boat, and filled the cabin with water and broke the steering gravihad northing but NE and NW gales up to the 15th inst; since fine weather.

Schr Bouvenir (of Parraboro, NS), Hatdeld, StJohns, PR, 49 days, with sugar to Hicks & Fabing: vessel to Crandall, Berteaux & Co. Hail line weather to the Matthew of Sarregat, saw a metalic Bleboat, painted lead color, aparently last of Hatteras, with heavy head winds places. 15th inst, off the Capes of Virgiva Rome Drive to Mariner, from Matanas stowers.

Schr Bouvenir (of Parraboro, NS), Hatdeld, StJohns, Schr Sanriruck, Christ, Jacossel to F Taibou & Co. per 15 days, with sugar to Hicks & Fabing: vessel to Crandall, Berteaux & Co. Hail line weather to the Matthew of the Schrift of Sarregat, saw a metalic Bleboat, painted lead color, aparently last to a sunken wreck.

Schr Barrigat, saw a metalic Bleboat, painted

Schr Mary Louisa, Gaskell, Washington, N.C. 18 days, with naval stores to Z Mills; been 11 days north of Hat-teras, with heavy NE and NW gales; lost foretopmast and jib. and lib. Schr Sunny South, Derrickson, Wilmington, NC, 9 days, with naval stores to E S Fowell. Was 8 days N of Hade-ras, with heavy northerly, winds. Feb 16, off Absecu-poke bark Cophas Starrett, from New Orleans for New

spoke bark Cophas Starrett, from New Orleans
york.
Schr A P Smith. Grace, Wilmington, NC, 5 days, with
naval stores to Madison Holmes. Had heavy weather.
Schr Maxyek, Sougers, Virginia.
Schr Clinderella, Gibson, Virginia.
Schr F P Simpson, Vail, Virginia.
Schr F P Simpson, Vail, Virginia for Pairhaven
Schr G F Atwood, Burrows, Virginia for Boston.
Schr F O Newcomb, Harding, Virginia for Salem.
Schr F O Newcomb, Harding, Virginia for Salem.
Schr H A Paul, French, Baltimore.

RETURNED—Ship Tamerlane (Br), Kerr, hence for Glasgow on the 18th inst. Returned on account of muting among the crew, and anchred at Quarantine.

Schr Henrietta, Matthews, New Haven for New York.
Schr Hay State, Crocker, Boston for New York.
Schr Henrietta, Matthews, New Haven for New York.
Schr Susan Scranton, Palmer, New Haven for New Schr R A Forsythe, Hobbie, New Haven for New York. Schr Mail, Mead, Greenwich for New York.

BOUND EAST. Schr S Latimore, New York for Boston.
Schr W D Hilton, Pierce, Ballimore for Providence.
Schr W D Hilton, Pierce, Ballimore for Providence.
Schr Wn Youne, Young, New York for Hyaunis,
Schr Wn Young, New York for Port Jefferson.
Schr Diploma, Plunket, New York for New Haven.
Schr R-Shaw, Shaw, New York for Boston.
Schr Sarah 'A Falconer, Wilson, New York for Provi-

Schr Sarah 'A Falconer, wisson, New York for Rockland.
Schr Revenue, Mar, New York for Rockland.
Schr America (Br.), Gould, New York for St John, NB.
Schr City Point, Sterling, New York for Portland.
Schr AJ Williams, Morrell, Stamtord for New York.
Schr Sallie Burton, Palmer, Stamtord for New York.
Schr Sallie Burton, Palmer, Stamtord for New York.
Schr Dert, Williams, Stamford for New York.
Schr Dart, Williams, Stamford for New York.
Schr Dart, Williams, Stamford for New York.
Schr Samuel P Godwin, Waterbury, Stamtord for New
York.

Steamer Galatea, Gale, New York for Providence.

BELOW.

Bark Ceylon (Br), Leach, 137 days from Yekohama (by pilot boat Widgeon, No 10:. Bark Gertrude (of Portland), from Cardenas (by pilot out Widgeon, No 10:.

Steamships Leo, for Savannah; Old Dominion, Richmond, &c; bark Slorgesten, Queenstown or Falmouth; brigs Isabel, Bristol; Maurice, Cardenas; Bessel, Montevideo; Slavianka B, Marseilles; Antelope, Havana; schrs Hortensin, Para; Newport, Morgan Pill; Daybreak, Havana; Lottle, Nuevitas.

Herald Marine Correspondence. NEWFORT, RI, Feb 18, 1873. The revenue cutter Moccasin, Capt Ritchie, arrived this evening from a cruise, and reports having boarded; off Block Island, brig David Bugbee, Staples, from Cadfor Portland, 50 days out. The D B experienced heavy

for Portland, 50 days out. The D B experienced heavy gales during the entire passage, and lost sails.

Marine Disasters.

Stranship Norwich, Pennington, from Boston for New Orieans, has been abandoned at sea, and the crew landed at this port by the pilot boat Jas W Elwell yesterday morning. The captain makes the following report:—Salled from Boston Feb 14; nothing occurred worthy of mention until Sunday, 16th, when, off Shinnecock, we encountered a SE gale, with snow; scudded the vessel before the gale until 4 PM, when we have to in 28 fathoms fore the gale until 4 PM, when we have to in 28 fathoms of water, 25 miles south of Squan, 6 PM, when the gale moderated, wind shifted to NW, kept ship off and ran before the sea to the westward. At 7 o'clock sounded in 18 fathoms of water, headed around to SE sea. At 8 PM engineer reported ship leaking; set steam donkey to work, main engine and bilge injection, and ship's deck pump; water gaining. 8:30, spoke pilot boat Jas W Elwell, No 7; requested the captain to lay by, as the vessel was leaking, which he did. 10 PM, water on fire room floor and still gaining; kept vessel under full speed, running around

gaining; kept vessel under full speed, running around the pilot beat, to keep all numps working, at the same time making the best time we could for Sandy Hook. During the whole time the weather was very thick. At I 2 o'clock the water was up to the furnace doors; cleared away boats, and halled the pilot boat and informed them that we should have to leave the ship, and to keep close at hand; lowered a boat and sent part of the crew on board the pilot boat; pumps still working, but water gaining. At I AM, 17th, water put the fires out and the engine stopped; vessel fell off into the trough of the sea; finding it impossible to save the ship, lowered the boat and abandoned her. At 5:39 AM the vessel went down. Only a part of the personal effects were saved. Captain Vennington wishes to express his unqualified thanks to pilots if Treat and J Y Godbey, in charge of pilot boat Jas W Elwell, and her crew for the manner in which they stood by him in his distress, for without their assistance all would have perished. The Norwich was built in 18si, at Norwich, Ct, and rated Al34, registered 367 tons, and owned by I K Roberts, of New York.

Steamsur Ste Fauncis—Mr Loring Bates, of Cohasset.

STEAMSHIP SIR FRANCIS—Mr Loring Bates, of Cohasset-has purchased the wreck of the British steamship Sir Francis, sunk on Salisbury Beach, and has contracted with the underwriters to save the remainder of the cargo on shares.

on the 9th.

Steamship Medway (Br), from London for Boston, struck a wreck, which caused the damage requiring her to put back, as before reported.

Bars Consciurer (Br), from Philadelphia for Sligo, went ashore on Hamburg Flats morning of 17th inst, but came off and proceeded, supposed without damage.

Bark Agars, Ballard, from Baker's Island Nov 25 for Falmouth, E, put into Sydney, NSW, no date, in distress.

Falmouth, E, put into Sydney, NSW, no date, in distress.

Bake Warwigskine (Br), at San Francisco 9th inst
from Sunderland, reports:—Nov 17, lat 41 31 S, lon 55 32 W,
encountered a severe gale from Wto N, lasting 4 hours,
which shifted cargo: Nov 22, lat 56 28 S, lon 68 W, lind a
very heavy gale from SW, lasting shours, and again
shifted cargo.

WHALING RARK TRUENT, COZAN, of New Bedford, while
being put on the beach at Panama, Feb 2, for repairs, got
her side stove in, and is supposed to be lost.

Schie Richard S & Oliver Cronwell, of Vineyard Haven, went ashore during the gale night of 16th inst, near
Union Whali, Vineyard Haven, but will be got off without mace fall damage. 28 29 out material damage.

Senz Caters P Hazars, Phillips, from Baltimore for Portland, before reported towed up to Boston after being ashore on Toddy Bocks, leaks some, but can be kept free without difficulty by the use of her own pumps. Her bottom is counsiderably chared, but it is believed the vessel is not materially injured. She is a very strong vessel, so that she stood well the pounding she received. At one time she had about 15 inches of water in her.

Sons Margaret R Sanson, Samson, from New York for t Jago, Cuba, put into Norfolk 17th inst, AM, leaking St Jazo, Cuba, put into Norfolk 17th inst, AM, leaking bailty.

This hasy Wrid. Beverly, at New Bedford for Portland anchored off Butler's flat, and on Sunday night, in the rale, was blown ashore, broadside on, north of Ashley & Terry's wharf. She is lumber loaded.

Pilot Boar G W Blust, No II, reports Feb 17, at 2 PM, 60 miles E of Sandy Hock, Albert Wiero, a native of Emden, Hanover, aged 22 years, fell from the bowsprit overboard and was drowned.

Bangon, Feb 17—The sehr Eric, of this city, arrived within half a mile of Winterport on Saturday, from Boston, but the tide and ice took her down to Sandy Point, with loss of anchor.

Nourous, Feb 16—A large schr, name unknown, is ashore on Cobb's Island and full of water.

Miscellancous.

We are indebted to the purser of the steamship Rising

Star, from Aspinwall, for his attentions. Purser E W Sparhawk, of the steamship San Jacinto,

Purser E W Sparhawk, of the steamship San Jacinto, from Savannah, has our thanks for courtesies.

Purser W B Gerard, of the steamship Charleston, from Charleston, has our thanks for favors.

Bark Sansola (Rus). Hilstrom, from Baltimore for Limerick, I, which has been incorrectly reported as a missing vessel, arrived at her destination (no date given), and sailed thence Feb 6 to return to Baltimore.

Schridglia Franklin, of Truto, 74 tons, owned by John B Rich, has been sold to Albion Slowman and others, of Rockport, and is to enter the coasting trade.

The \$13,000 awarded to sehr Alfred Walen, of Gloucester, for towing in bark Sylphide to Boston, was apportioned as follows:—To the schooner, \$5000, to the five men who remained on board the Sylbhide, \$750, to the five men who remained on board the Schooner, \$400 acch. Total amount awarded to captain and men. \$5000.

Launches—At Black River, NB, 13th inst, from the yard

men. \$8000.

Laungher—At Black River, NB, 13th inst. from the yard of Mr John McLeod, a handsome and substantial bark, named Lottle Stewart. She measures 150 feet keel, 34 teet beam and 18½ hold, is built of spruce and measures 750 tons. Her owners are Messrs Luke Stewart, Simeon Jones, Edwin Fisher, Logan & Liudsay, J H McLaren (of Eastport), C M Gardner and others.

Six ships were launched at St John, NB, on Thursday and Friday last.

Whatemen.

Sailed from Panama Jan 30, bark Alaska, Fisher, of NB, to cruise. At do Feb 1, ship Jirch Perry, Owens; brig Highland Mary, Clark.

Mary, Clark.

Spoken.

Bark Northwood, steering NNW, Feb 15, lat 36 33, lon 75 18.

Schr P L Whiton, from Baltimore for Boston, Feb 16, Chincoteague W by N 30 miles.

Foreign Ports.

Bauta, Jan 17—Arrived, brig Senerita, Young, Rich-Batta, Jan 17—Arrived, brig Senorita, Young, Romond.
Callao, Jan 23—Arrived, bark Nicholas Thayer, Crosby, Gunnape.
Sailed 14th, ships Peru, Loring, Macabi: 17th, City of Montreal, Mudgett, Canaries: 18th, Puritan, Donne, San Francisco: 20th, Charlèr Oak, Nichols, Engiand; 23d, bark Cleita, Findt, Tome.
Also sailed 18th, bark Stormy Petrel (Br), Red, San Francisco: 20th, Charlèr Oak, Nichols, Engiand; 23d, bark Cleita, Findt, Tome.
Also sailed 18th, bark Stormy Petrel (Br), Red, San Francisco.
Canaries, Jan 20—Arrived, brig Antilles, Thestrup, Portland; 27th, self Mary E Staples, Godfrey, do; Feb I, bark Ann Elizabeth, Fhelan, Philadelphin; 6th, brig Carrie Purind, Whiteother, New York.
Doven, E, Feb Med, Bark Karmouth (Br), Baown, from Savannah (Br), Baown, from Savannah; De 19—In port ships Her Majesty (Br), Courties, 19th, 19 mond. CALLAO, Jan 23—Arrived, bark Nicholas Thayer, Crosby, Guanape.

the sterriman, for Borth of Hatteras, do; Arctic (Br., Stethergres; Raven, Spencer, and Cascatelle, Simmons, for New York, do; schra Louise A. Orr, Orr: Marcia Reynolda, Houghton; Geo Walker, Cole; Raiph Carlton, Paten, and John A Griffin, for north of Hatteras, do; Vraie, Price, and R M Brookings, Brown, for Philadelphia, do; Sylvan, Randall, for New Orleans, do; and others.

Oronto, about Peb 5—Salied, Paquete de Nova York, Cunha, Philadelphia, Central America.

Quenarrows, Feb 18—Arrived, steamship City of London, Mirebouse, and Cuba, Lott, New York for Liverpool (and both proceeding).

Also agrived steamship Canada, Webster, New York for Liverpool (and proceeding).

Sailed 18th, PM, steamship Steinman (Belg), Knudsen (from Antwerp), New York, Laving repaired.

RivroyJono, Jan 37—Put in, Tyro, Scott, from Savannah via Queensiown for Comenhagen.

Satistos, E. Feb 5—Sailed, ship Matchless, Josselyn, Hong Keng. SHIELDS, D.
Hong Keng.
SOUTHAMPTON, Feb 18—Arrived, steamship Weser, Willigerod, New York for Bremen (and proceeded).
SYDNEY, NSW (140 date:—Put in, bark Agate, Baliard,
from Baker's Island, for Falmouth, E, in distress.
St John, NB, Feb 13—Cleared, schr Vesta, Palmer, Neu-

PER STRAMSHIP ANYSHMIA.]
ANYWER, Feb 6—Sailed, John Harvey, Lovell, and Gunnilda, Sutherland, New York.
Cowes, Feb 6—Sailed, Bjørn Farmand, Olsen, Pensa-Cowrs, Feb 6—Sailed, Bjorn Farmand, Olsen, Pensacola.

Cardiff, Feb 5—Arrived, H F Hussey, Stacey, Amsterdam.

Entered for ldg 5th, Geo Peabody, White, for Bahia; 8 S.
Thoms. Curtis, Catlao.

Sailed 3th, Carrina, Nichols, Havana; Minion, Hansen,
Galveston.

Havan, Feb 5—Arrived, Vilie de Paris (s), Garay, New
York; Easby (s), Leslie, London for New York.
Cleared 5th, Crescent City, Delano, New Orleans.

HELTOKE, Feb 5—Sailed, Et Duval, Hitton, Middlesboerough. rough.
LIVERPOOL, Feb 6—Sailed (not 5th), Missouri (s), Mathias, New Orleans
Entered out 6th, Geo M Adams, Munson, for Hong Kong
'in Cardif'; Scandinavian (e), Aird, Portland.
Lovdow, Feb 7—Arrived Energie, Horns, Philadelphia;
Albion, Sarien, New York,
Middlessencough, Feb 6—Sailed, Edmund Richardson,
Brodic, Galveston. Albion, Sarten, New York,
Albion, Sarten, New York,
Middle, Galveston.

New York,
New York,
Person Matanzas,
Person Matanzas, York: J E Chase, Davis, Mobile; Riverside, Rich, New York; J E Chase, Davis, Mobile; Riverside, Rich, New Orleans.

St Nazaire, Feb 4—Arrived, Marie, Meianle, Couedel-Charleston.
Westroat, Feb 6—Arrived, Francisco Gilberto, Pesely, New York via Milford.

Westtorr, Feb 6-Arrived, Francisco Gilberto, Pesely, New York via Milford.

American Ports.

BOSTON, Feb 17-Arrived, brig J W Spencer, Thomas, Wood's Hole: selrs Win Wijson, James, Brunswick, Ga; A P Huggins, Huggins, Tangier; Bartie Pierce, Hawes, Leona, Wiley; Mary Steece, Huggins and Edward Rich, Barker, Virginia; Calvin P Harris, Phillips, Baltimore for Portland; M E Femerick, Philadelphia for Lynn; Alpha, Salisbury, Port Johnson; A P Stimpson, Matthews, Hoboken; Carlion, Carter, New York, Below, at anchor in the Roads, schrs E J Heraty, and Florence, bound out; Helen A Ames, bound in.

Cleared—Steamship Glaucus, Bearse, New York; atips Calenta (Br), Parching, St John, NB; Republic, Mocher, Philadelphia; brig Grace Lothrop, Atwood, Hayti; schr, Georgie D Loud, Holbrook, Wilmington, NC.

Nothing sailed. Bark Florence remained at anohor in the Roads at sunset.

18th—Arrived, steamship Roman, Baker, Philadelphia; brig G M Jones (Br), Dean, Demerara.

Also arrived 18th, brig Wenonah, from South Amboy for Portland.

BALTIMORE, Feb 17—Arrived, steamship Hibernian (Rr), Watts, Liverpool via Portland; schrs J N Buddell, Crammer, New Haven; Jas Veldron, Cavalier, New York; Leuntel Hall, Grinnell, Fall River; Ploneer, Parker, Boston.

Cleared—Steamship Utility, Frost, Allyn's Point; brigst

lips Gordon, Hoboken; W. W. Pharo, Collins, New Haven.
Salied-Bark Maria, Queenstown.
BRUNSWICK, Ga, Feb 11—Arrived, bark Casco, Penney, New York.
Cleared—Bark Ocean Express (Br), Crowell, Montevideo.
GliARLESTON, Feb 18—Arrived, steamship Manhattan, Woodhull, New York; ship Superlor, 1700 Phillipvillo (Algeria): schrs Admiral, Steelman, New York; Ozar, Hammend, Boston: Slone, do; G. H. Odorne, Crowell, Portland; Win Slater, Watts, do.
FORTRESS MONROE, Feb 18—Arrived, bark Ocean Traveller, Mossma for Baltimore—Arrived, bark Ocean Traveller, Mossma for Baltimore, Monte of Market of Colored Parage of the Colored Colo

Snow, Providence for Virginia.

NEW LONDON, Feb 18—Sailed, schrs John Rommell, Jr.

NEW HAVEN, Feb 18—Sailed, schrs John Rommell, Jr.

NEW HAVEN, Feb 18—Sailed, schrs John Rommell, Jr.

Bard, New York: Octoron, Nason, Virginia.

Bard, New York: Octoron, Nason, Virginia,

Bard, Nason, Octoron, Nason, Virginia,

Bard, Nason, Octoron, Nason, Virginia,

Pascagoula; Carrie, Chase, from New York; Sth, S Q

King, from Pascagoula.

Sailed 6th, schr Fanny Fern, Stannard, Pensscola.

PENSACOLA. Feb 13—Arrived, bark firam (Br),

Thomson, Guadaloup.

Cleared—Barks A C Small, O'Brien, Clenfuegos; Nep
tune (Br), Edwards, Queenstown: Ornen (Bor), Ander
son, London: schr H G Dow, Chase, Boston.

Sailed Ith, brig D C Chapman, Knight, Providence.

PHILADELPHIA, Feb 15—Cleared, bark Coriolan (NG),

Von Bremen, Bremen.

17th—Arrived, steamships Norman, Nickerson, Boston;

Hercules, Winnett, New York; Catharine Whiting, Harding, Providence; Volunteer, Crossman, New York; sabn

Nadab, Chenev, Newfuryport.

Uceared—Steamship Centipede, Willetta, Providence, Larks, India (NG), Lepschinskey, Hamburg; Titania (Nor),

Jensen, Cork or Falmouth; Chanticleer, Abrahams, Matarians, Schrs Thos. T Tasker, Allen, Barbados; Mir & Crammer, Morris, and L & B Rahcock, Smith, Boston; R B Wheaton, Atkins, Norwich; Sidney C Tyler, Barrett, Providence

Sailed—Barks Emity, Cork for orders; E A Cochran, St Jago; brig Bertha Carrington, Exeter, E; schr May Mon
roe, Matanzas—all in tow.

Sailed 18th, steamship Activates Rep. Pierce, Bo
Town Manay, Markettes Rep. Pier

went to sea from harbor at 3.AM. Ship King of Algeria remails.

PORTLAND, Feb 15—Arrived, steamship North American (Br.) Scott, Liverpool.

Cienrod-Schr Benjamin Reed (not as before), Adams, Havana.

Lith—Arrived, brig Abby (Br.), Eastman, Boston, to load for Choh; sehr J G Crafts, Kennedy, New York.

PROVIDENCE, Feb 15—Arrived, steamship Alliance, Nickles, Philadelohia.

Salled—Steamship Catharine Whiting, Harding, Philadelphia; schrs Mary D Ireland, Evans, Baltimore; Nellie W Snow, Snow, Virginia; Louisa A Johnson, Mahlinan, and Z Stratton, McFadden, New York.

16th—Arrived, steamship Virginia, Rogers, Philadelphia; sehrs J Albert Smith, Robbins, Virginia; B F Woolsey, Terrill, Wechawken; John Randolph, Robbins, New York.

17th—Arrived, steamship Wm Lawrence, Hallett, Norfolk.
Sailed—Steamship Alliance, Nickle, Philadelphia; schrs
Senj T Crocker, Harding, Virzinia; Jane Emson, Vancleaf, Baltimore; Saxon, Hatch, New York.
RICHMOND, Feb 15—Arrived, steamship Wyanoke,
Couch, New York.
Cleared—Bark Leda (NO), Muller, Liverpod.
Sailed—Schr Rebecca Knight, Bartley, New York via
Warwick River.
SAN FRANCISCO, Feb 9—Arrived, bark Warwickshire
(Br), Clements, Sunderland via Vaiparaiso.
Sailed—Ship Harvest Queen Janson, Liverpool.
SAVANNAH, Feb 14—Sailed, steamship Colon (Sp), Ab
bizuvi, Liverpool; bark Rainel Pomar (Sp), Vieret, Barcelona.

Salvannaff, Feb 14—Sailed, steamship Colos (Sp), Asbizuvi, Liverpool; bark Radiael Pomar (Sp), Vieret, Barcelona.

18th—Arrived, barks Maria de C (Sp), Aguirre, and Pag. (Sp), Ciraria, Havann; schrs J M Bramhall, Norbury, and Olive, Plunkett, New York.
Cleared—Barks Virg. Cannerrat (Sp), Font, Barcelona; Kathleen (Br), Cromnserrat (Sp), Font, Barcelona; Kathleen (Br), Cromserrat (Sp), Font, Barcelona; Kathleen (Br), Cromser, Maddox, Nassau; Thomas Watts, Curtia, Swin Vork, Sailed—Steamship Virgo, Bulkley, New York; bark, Sailed—Schr Marphy, Bremen.

SALEM, Feb 14—Arrived, schr Martha Weeks, White, Belfast.

Sailed—Schr Katie P Lunt, Pomroy, Weymouth, Mass, to load for Charleston.

16th—Arrived, schr Geo Shattuck, Mills, Rockland for New York.

Sailed—Schr Ann Elizabeth, Getchell (from Elizabeth-port), Newburyport.

New York.
Salled-Schr Ann Elizabeth, Getchell (from ElizabethDort), Newburyport.
STONINGTON, Feb 14—Arrived, schr Oregon, Wilson,
Providence for New York (and sailed lith).
15th—Salied, schr President, Bradley, Clinton for Providence,
VINEYARD HAVEN, Feb 15, AM—Arrived, schrs Addie
F Cole, I. M Jenkins, and Mary B Dyer, Boston for Virginia; Sarah II Shapp, do for Baltimore; Sargent B Day,
Belfast for do; S E Nightingale, Eastport for New York;
Laura A Dodd, Fortung Bay for do; Effic T Kemp, and
Freddie Walter, Portlind for Philiadelphia; Helena (Br),
New York for Yarmouth, NS.
I/th—Arrived, schrs Nellie C Paine, Boston for Baltimore; Addie Pierce, do tor Virginia.
ISth, AM—Sailed, schrs A F Cole, Lucy M Jenkins, Mary
B Dyer, S H Sharp, S E Nightingale, Sargent S Day, S A
Dodd, Effict T Kemp, Freddie Walter, Eddie Pierce, and
Nellie C Paine.
WILMINGTON, NC, Feb 13—Cicared, schr Jos Baxter,
Baxter, Boston.
Idth—Arrived, steamship Regulator, Freeman, New
York; bark Express (Br), Langston, St Thomas.
Cleared—Schrs Sophia Godfrey, Godfrey, and Luola.
Murchison, Jones, New York.
WISCASSET, Feb S—Cleared, schrs Charlie B Dow,
Howes, Savannah; Amos Walker, Dunn, Cuba.

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